

2003

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

24

Cumberland County

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axe Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axe Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

- | | | |
|--|----------------------|--|
| North
 | Interstate Route | Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined. |
|  | US Route | |
|  | Virginia State Route | |
|  | Secondary Route | |

Special Routes

- | | |
|--|-----------------------|
| Bus
 | Bus - Business Route |
| Bypas - Bypass Route | |
| Truck - Truck Route | |
| ALT
 | ALT - Alternate Route |
| Wve - Wve Route connector | |
-
- | | |
|---|---|
|  | P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction. |
|---|---|
-
- | | |
|---|---|
|  | The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report. |
|---|---|

Virginia Department of Transportation
Mobility Management Division

2003

Annual Average Daily Traffic Volume Estimates By Section of Route
Cumberland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck					QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Cumberland County																	
13	7.19	790	G	87%	1%	4%	2%	7%	0%	From US 60	C	0.094	F	0.620	800	G	2003
				To Powhatan County Line													
45	3.54	5200	G	96%	1%	1%	1%	2%	0%	From NCL Farmville	F	0.096	F	0.544	5200	G	2003
				To 24-636 Raines Tavern													
45	4.66	3900	G	96%	1%	1%	1%	2%	0%	From 24-634	F	0.085	F	0.576	3900	G	2003
				To 24-634													
45	5.82	3500	A	96%	1%	1%	1%	2%	0%	From US 60 West of Cumberland C.H.	C	0.107	A	0.579	3600	A	2003
				To 88% US 60 West of Cumberland C.H.													
45 60	2.42	6200	G	88%	1%	3%	1%	6%	0%	From 24-600 Cumberland C.H.	F	0.079	F	0.576	6300	G	2003
				To 24-600 Cumberland CH													
45 60	1.09	6600	G	91%	0%	3%	1%	4%	0%	From SR 13 Old Buckingham Rd	C	NA			6600	G	2003
				To 91% SR 13 Old Buckingham Rd													
45 60	1.34	5500	G	91%	1%	3%	1%	5%	0%	From US 60 East of Cumberland C.H.	C	0.086	F	0.583	5500	G	2003
				To US 60 East of Cumberland													
45	4.85	1400	G	89%	2%	4%	1%	6%	0%	From 24-616	F	0.096	F	0.649	1400	G	2003
				To 24-616													
45	6.60	1100	G	89%	2%	4%	1%	6%	0%	From 24-690 North of Whiteville	C	0.090	F	0.5	1100	G	2003
				To 24-690 North of Whiteville													
45	2.20	1600	G	89%	2%	4%	1%	6%	0%	From 24-649	F	0.102	F	0.743	1600	G	2003
				To 24-649													
45	0.75	870	G	89%	2%	4%	1%	6%	0%	From Goochland County Line	F	0.123	F	0.664	880	G	2003
				To Goochland County Line													
60	4.06	2500	G	90%	1%	3%	1%	6%	0%	From Buckingham County Line	C	0.084	F	0.505	2500	G	2003
				To SR 45 West of Cumberland CH													
60	2.42	6200	G	88%	1%	3%	1%	6%	0%	From 24-600 Cumberland CH	F	0.079	F	0.576	6300	G	2003
				To 24-600 Cumberland CH													
60	1.09	6600	G	91%	0%	3%	1%	4%	0%	From SR 13 Old Buckingham Rd	C	NA			6600	G	2003
				To SR 13 Old Buckingham Rd													
60	1.34	5500	G	91%	1%	3%	1%	5%	0%	From SR 45 East of Cumberland CH	C	0.086	F	0.583	5500	G	2003
				To SR 45 East of Cumberland CH													
60	6.05	4200	G	92%	1%	3%	1%	5%	0%	From Powhatan County Line	C	0.088	F	0.64	4200	G	2003
				To Powhatan County Line													
734	0.50	80	R							From 24-610					NA	NA	03/04/2003
				To Cumberland County Line													
600	0.14	380	R							From US 60 NORTH					NA	NA	1999
				To US 60 NORTH													
600	0.04	1300	G	96%	0%	2%	0%	1%	0%	From US 60 SOUTH	F	0.096	F	0.514	1300	G	2003
				To US 60 SOUTH													
600	1.33	1000	G	96%	0%	2%	0%	1%	0%	From 24-710	F	0.1	F	0.672	1000	G	2003
				To 24-710													
600	0.86	690	G	96%	0%	2%	0%	1%	0%	From 24-642	F	0.105	F	0.662	700	G	2003
				To 24-642													
600	1.58	580	G	96%	0%	2%	0%	1%	0%	From 24-643	F	0.111	F	0.522	580	G	2003
				To 24-643													
600	1.90	330	R							From 24-654					NA	NA	1999
				To 24-654													
600										From 24-620					NA	NA	1999
										To 24-620							

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Annual Average Daily Traffic Volume Estimates By Section of Route
Cumberland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Cumberland County																
(600)	3.64	230	R			From	24-620							NA	NA	1999
(600)	5.27	220	R			To	24-638							NA	NA	1999
(600)	1.58	420	R			To	24-653							NA	NA	1999
(600)	1.52	450	G	96%	0%	2%	0%	1%	0%	F	0.12	F	0.72	450	G	2003
(600)	1.97	610	G	97%	0%	2%	0%	0%	0%	C	0.120	F	0.699	620	G	2003
(600)	0.80	750	G	96%	0%	2%	0%	1%	0%	F	0.131	F	0.707	750	G	2003
(600)	1.83	1400	G	96%	0%	2%	0%	1%	0%	C	0.102	F	0.612	1400	G	2003
(600)	2.34	1100	R			From	24-637							NA	NA	1999
(600)	2.95	1000	R			To	24-636							NA	NA	1999
(601)						From		24-626								
(601)	1.50	100	R			To	SR 45 North							NA	NA	03/06/2002
(601)						From	SR 45 South									
(601)	1.40	320	R											NA	NA	1999
(601)	1.75	320	R			To	24-647							NA	NA	1999
(602)						From		US 60								
(602)	5.39	170	R			From		SR 45						NA	NA	1999
(602)	1.20	240	R			To	24-603							NA	NA	1999
(602)						From		24-605								
(602)	0.80	230	R			To	24-711							NA	NA	1999
(602)	0.20	320	R			To	24-690							NA	NA	1999
(603)						From		24-602								
(603)	0.80	2	R			To	Goochland County Line							NA	NA	03/06/2002
(604)						From		24-686								
(604)	0.80	20	R			To	Dead End							NA	NA	03/06/2002
(605)						From		24-690						NA	NA	03/06/2002
(605)	3.40	60	R			To	3.40 MS 24-690									
(605)	1.00	60	R			To	24-602							NA	NA	1999
(606)						From		Powhatan County Line								
(606)	0.90	150	R			To	US 60							NA	NA	03/11/2002
(607)						From		SR 45								
(607)	1.40	200	R			To	24-616							NA	NA	03/11/2002

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Cumberland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Cumberland County																
(608)	1.45	80	R			From	24-624					NA		NA		03/04/2002
(608)	1.47	60	R			To	24-615					NA		NA		03/04/2002
(608)	1.22	100	R			To	24-613					NA		NA		03/06/2002
(608)	0.80	70	R			From	24-612					NA		NA		03/06/2002
(608)	0.10	30	R			To	24-609					NA		NA		03/06/2002
(608)						From	Dead End									
(609)	1.25	90	R			From	24-610					NA		NA		1999
(609)	0.35	60	R			To	1.25 MS 24-610					NA		NA		1999
(610)	2.90	450	G	88%	1%	4%	2%	4%	0%	C	0.104	F	0.630	450	G	2003
(611)	2.50	310	R			From	SR 45					NA		NA		03/06/2002
(611)						To	24-690									
(612)	2.50	80	R			From	24-608					NA		NA		03/06/2002
(612)	0.82	180	R			To	2.50 MN 24-608					NA		NA		1999
(612)	0.18	20	R			From	24-714					NA		NA		03/06/2002
(612)						To	24-690									
(613)	1.50	20	R			From	Buckingham County Line					NA		NA		03/04/2002
(613)	1.55	40	R			To	24-672					NA		NA		03/04/2002
(613)						From	24-608									
(614)	0.90	80	R			From	Dead End .90 MW 45					NA		NA		1999
(614)						To	SR 45									
(614)	1.20	30	R			From	Dead End					NA		NA		03/06/2002
(615)	1.80	40	R			From	24-608					NA		NA		03/04/2002
(615)	0.10	60	R			To	24-663 WEST					NA		NA		03/06/2002
(615)	1.77	30	R			From	24-663 EAST					NA		NA		03/06/2002
(615)	0.03	50	R			To	1.78 ME 24-663 EAST					NA		NA		03/06/2002
(616)	2.40	220	R			From	SR 45 SOUTH					NA		NA		1999
(616)	4.08	150	R			To	24-654					NA		NA		1999
(616)						To	24-607									

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Cumberland Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Cumberland County																	
(616)	2.30	250	R			From	24-607								NA	NA	1999
						To	SR 45 NORTH										
(617)	0.25	300	R			From	Buckingham County Line								NA	NA	03/04/2002
						To	24-622										
(618)	0.34	20	R			From	SR 45								NA	NA	03/06/2002
						To	Dead End										
(619)	0.36	70	R			From	US 60 WEST								NA	NA	03/06/2002
						To	US 60 EAST										
(620)	0.80	50	R			From	Amelia County Line								NA	NA	03/11/2002
						To	24-600										
(621)	2.00	60	R			From	Amelia County Line								NA	NA	03/11/2002
						To	SR 13										
(622)	3.33	1800	G	94%	1%	2%	1%	2%	0%	C	0.082	F	0.671	1800	G	2003	
						To	24-627; 24-629										
(622)	1.61	1100	G	94%	1%	2%	1%	2%	0%	F	0.092	F	0.582	1100	G	2003	
						From	24-650										
(622)	0.57	840	G	94%	1%	2%	1%	2%	0%	F	0.097	F	0.645	840	G	2003	
						To	24-672 EAST										
						From	24-672 WEST										
(622)	1.14	370	R												NA	NA	1999
						To	Buckingham County Line										
(623)	1.95	90	R			From	24-622 North								NA	NA	03/04/2002
						To	24-624										
(623)	2.60	470	R			From									NA	NA	1999
						To	24-626										
(623)	0.22	690	R			From									NA	NA	1999
						To	24-622 South										
(624)	2.20	70	R			From	SR 45								NA	NA	03/04/2002
						To	24-626 SOUTH										
(624)	0.80	80	R			From									NA	NA	03/04/2002
						To	24-626 NORTH										
(624)	2.35	40	R			From									NA	NA	03/04/2002
						To	2.35 MS 24-626										
(624)	0.35	60	R			From									NA	NA	03/04/2002
						To	24-608										
(624)	0.80	140	R			From									NA	NA	1999
						To	24-696										
(624)	1.50	240	R			From									NA	NA	1999
						To	24-623										
(625)	1.10	30	R			From	Dead End								NA	NA	03/06/2002
						To	SR 45										
(626)	2.30	110	R			From	24-623								NA	NA	03/04/2002
						To	24-624 SOUTH										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail								
Cumberland County																	
(626)	1.19	50	R			From	24-624 NORTH							NA	NA	03/04/2002	
(626)	1.20	50	R			To	24-601							NA	NA	03/04/2002	
(626)						To	SR 45										
(627)	0.25	60	R			From	24-622 EAST							NA	NA	1999	
(627)	1.05	60	R			To	24-730							NA	NA	1999	
(628)	3.86	130	R			From	US 60							NA	NA	03/04/2002	
(628)						To	24-629										
(629)	0.92	210	R			From	US 60							NA	NA	1999	
(629)	3.28	60	R			To	24-633							NA	NA	03/04/2002	
(629)						To	24-628										
(629)	0.80	150	R			From	24-628							NA	NA	1999	
(629)						To	24-666										
(629)	0.75	200	G			From	87% 1% 7% 1% 3% 0%				C	0.087	F	0.55	200	G	2003
(629)						To	24-622; 24-627										
(630)	0.10	210	R			From	24-9111							NA	NA	1999	
(630)						To	US 60										
(631)	0.50	610	G			From	SR 45				C	0.096	F	0.639	610	G	2003
(631)						To	24-639										
(631)	3.60	260	R			From	24-644							NA	NA	1999	
(631)						To	24-644										
(631)	0.80	80	R			From	24-600									03/11/2002	
(632)	2.80	150	R			From	Buckingham County Line							NA	NA	1999	
(632)						To	24-652										
(632)	0.40	20	R			From	US 60							NA	NA	03/04/2002	
(632)						To	Dead End										
(633)	1.87	110	R			From	SR 45 NORTH							NA	NA	1999	
(633)						To	SR 45 SOUTH										
(633)	2.09	260	R			From	US 60							NA	NA	1999	
(633)						To	24-629										
(633)	1.04	30	R			From	Buckingham County Line							NA	NA	03/04/2002	
(634)	3.45	590	R			To	SR 45							NA	NA	03/06/2002	
(635)	2.80	240	R			From	24-637							NA	NA	1999	
(635)						To	24-636										
(635)	1.40	60	R			From	Dead End							NA	NA	03/06/2002	

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail								
Cumberland County																	
(636)	1.20	420	R			From	Buckingham County Line						NA	NA	1999		
(636)	1.00	350	G	93%		To	24-635				F	0.087	F	0.524	360	G	2003
(636)	1.80	460	G	93%		From	24-600				C	0.091	F	0.525	470	G	2003
(636)	0.30	40	R			To	SR 45						NA	NA	03/05/2002		
(636)						From	Dead End										
(637)	1.42	270	R			From	24-668						NA	NA	1999		
(637)	0.15	460	R			To	24-635						NA	NA	1999		
(637)	0.90	190	G	93%		From	24-600				C	0.117	F	0.591	200	G	2003
(637)						To	SR 45										
(638)	2.50	750	G	95%		From	SR 45				C	0.095	F	0.776	760	G	2003
(638)	3.20	360	G	95%		To	24-640				F	0.102	F	0.781	360	G	2003
(638)	2.49	170	G	95%		From	24-639				F	0.109	F	0.528	170	G	2003
(638)						To	24-600										
(639)	4.64	210	G			From	24-638					0.104	F	0.689	210	G	2003
(639)						To	24-631										
(640)	4.20	320	R			From	24-638						NA	NA	1999		
(640)						To	SR 45										
(641)	1.80	120	R			From	24-631						NA	NA	1999		
(641)						To	24-642										
(642)	0.40	30	R			From	Dead End						NA	NA	03/06/2002		
(642)	0.40	150	R			To	24-641						NA	NA	1999		
(642)						From	24-600										
(643)	2.50	190	R			From	24-600						NA	NA	03/11/2002		
(643)						To	SR 13										
(644)	1.20	30	R			From	24-600						NA	NA	03/11/2002		
(644)						To	24-631										
(645)	0.80	260	R			From	SR 13						NA	NA	1999		
(645)	1.95	210	R			To	24-646						NA	NA	1999		
(645)						From	24-654										
(646)	1.69	50	R			From	24-645						NA	NA	03/11/2002		
(646)						To	US 60 WEST										
(646)						From	US 60 EAST										
(646)	1.10	50	R			To	SR 45						NA	NA	03/11/2002		

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						2Axle	3+Axle	1Trail	2Trail				
Cumberland County													
(647)	2.50	20	R			From 24-601					NA	NA	03/11/2002
						To 24-654							
(648)	0.15	8	R			From Dead End					NA	NA	03/11/2002
						To 24-616							
(649)	0.10	60	G	93%	2%	2% 2% 2% 0%				C 0.133 F 0.75	70 G	2003	
						From 24-665				F 0.092 F 0.8	50 G	2003	
(649)	0.25	50	G	93%	2%	2% 2% 2% 0%							
						To SR 45 SOUTH							
(650)	2.13	270	G	98%	0%	1% 1% 1% 0%				C 0.106 F 0.517	270 G	2003	
						From Buckingham County Line							
						To 24-622							
(651)	0.50	30	R			From Dead End					NA	NA	03/06/2002
						To 24-636							
(652)	0.10	200	R			From 24-632					NA	NA	03/04/2002
						To US 60							
(653)	1.70	60	R			From Dead End					NA	NA	03/05/2002
						To 24-600							
(653)	4.70	170	R			From 24-600					NA	NA	03/05/2002
						To 24-638							
(654)	0.50	170	R			From 24-600					NA	NA	1999
						To 24-674							
(654)	2.60	230	R			From SR 13 WEST					NA	NA	1999
						To SR 13 EAST							
(654)	6.00	240	R			From US 60					NA	NA	1999
						To 24-685							
(654)	0.90	220	R			From US 60					NA	NA	1999
						To 24-647							
(654)	1.20	100	R			From 24-661					NA	NA	1999
						To 24-616							
(654)	0.60	90	R			From 24-616					NA	NA	1999
						To 24-661							
(655)	1.50	100	R			From 24-616					NA	NA	03/11/2002
						To Dead End							
(656)	0.40	30	R			From 24-649 WEST					NA	NA	03/11/2002
						To 24-649 EAST							
(657)	0.15	90	R			From 24-600					NA	NA	1999
						To SR 45							
(658)	3.57	170	R			From 24-657					NA	NA	03/05/2002
						To Dead End							
(659)	0.10	20	R			From 24-684					NA	NA	03/04/2002
						To Dead End							
(659)	0.43	40	R			From 24-684					NA	NA	03/11/2002
						To Dead End							

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						2Axle	3+Axle	1Trail	2Trail						
Cumberland County															
(660)	1.00	120	R			From	24-640					NA		NA	1999
(660)	2.00	90	R			To	1.00 ME 24-640					NA		NA	1999
(661)	1.40	30	R			To	24-639					NA		NA	03/11/2002
(662)	0.20	100	R			From	Dead End					NA		NA	1999
(662)	1.00	170	R			To	0.20 MN Dead End					NA		NA	1999
(663)	1.90	130	R			From	SR 45					NA		NA	1999
(663)	1.00	30	R			To	24-615 WEST					NA		NA	03/06/2002
(664)	1.10	30	R			From	24-615 EAST					NA		NA	03/12/2002
(664)	2.20	70	R			To	Dead End					NA		NA	1999
(665)	0.07	120	R			From	SR 45					NA		NA	1999
(665)	0.06	30	R			To	24-649					NA		NA	1999
(666)	0.77	160	R			To	Dead End					NA		NA	08/19/2003
(667)	1.12	70	R			From	Dead End					NA		NA	03/11/2002
(668)	1.05	190	R			To	24-654					NA		NA	1999
(668)	0.25	40	R			From	24-637					NA		NA	1999
(668)	1.01	50	R			To	24-716					NA		NA	1999
(669)	1.90	470	R			From	0.25 ME 24-716					NA		NA	1999
(669)	0.60	50	R			To	24-635					NA		NA	1999
(670)	0.40	280	R			From	SR 45					NA		NA	03/11/2002
(670)	0.60	40	R			To	US 60					NA		NA	03/04/2002
(671)						From	24-696					NA		NA	
(671)						To	24-672					NA		NA	

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Cumberland County																
(672)	3.38	240	R			From	24-622							NA	NA	1999
(672)	0.80	140	R			To	24-694							NA	NA	1999
(672)	0.75	80	R			To	24-708							NA	NA	1999
(672)	0.40	30	R			From	0.75 MN 24-708							NA	NA	03/04/2002
(673)	2.60	40	R			To	24-613									
(674)	0.40	70	R			From	24-600							NA	NA	03/06/2002
(674)	0.80	140	R			To	24-638									
(675)	1.70	20	R			From	Dead End							NA	NA	03/06/2002
(676)	0.75	300	R			To	24-692							NA	NA	1999
(676)	2.00	130	R			From	Dead End							NA	NA	1999
(677)	1.00	20	R			To	24-600									
(678)	0.50	50	R			From	24-638; 24-679							NA	NA	03/06/2002
(679)	2.00	50	R			To	Dead End									
(680)	0.80	30	R			From	24-664							NA	NA	03/06/2002
(681)	1.00	60	R			To	24-638; 24-678									
(682)	0.50	260	R			From	Dead End							NA	NA	03/11/2002
(683)	0.40	10	R			To	SR 13									
(684)	1.00	1100	G	94%	0%	3%	1%	2%	0%	C	0.105	F	0.838	1100	G	2003
(684)	0.03	1100	G	94%	0%	3%	1%	2%	0%	F	0.105	F	0.636	1100	G	2003
(685)	1.00	60	R			From	24-654							NA	NA	03/11/2002
						To	Dead End									

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
Cumberland County																
(686)	2.80	80	R			From	24-610							NA		03/06/2002
(686)	0.90	40	R			To	24-604							NA		03/06/2002
(687)	2.20	70	R			To	24-690							NA		03/11/2002
(688)	1.10	40	R			From	Dead End							NA		03/06/2002
(689)	0.50	70	R			To	24-616							NA		1999
(690)	2.94	610	G	93%	0%	5%	1%	1%	0%	C	0.106	F	0.698	620	G	2003
(690)	3.89	630	G	93%	0%	5%	1%	1%	0%	F	0.092	F	0.525	630	G	2003
(690)	4.53	590	G	93%	0%	5%	1%	1%	0%	F	0.099	F	0.678	590	G	2003
(691)	0.50	40	R			From	Dead End							NA		03/06/2002
(692)	0.65	20	R			To	SR 45							NA		03/06/2002
(693)	1.30	50	R			From	Dead End							NA		03/06/2002
(694)	0.60	170	R			To	24-639							NA		03/04/2002
(694)	0.60	170	R			From	Dead End							NA		03/04/2002
(695)	0.25	20	R			To	24-672							NA		03/06/2002
(696)	0.70	60	R			From	Buckingham County Line							NA		1999
(696)	0.70	40	R			To	24-672							NA		03/04/2002
(696)	1.00	120	R			From	Dead End							NA		1999
(697)	1.20	30	R			To	24-671							NA		03/06/2002
(698)	0.25	50	R			From	SR 45							NA		03/04/2002
(698)	0.60	140	R			To	Dead End							NA		1999
(699)	0.20	170	R			From	24-657							NA		1999
(699)	0.20	170	R			To	Dead End							NA		1999
(699)	0.20	170	R			From	24-695							NA		1999
(699)	0.20	170	R			To	SR 45							NA		1999

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
Cumberland County															
(700)	0.70	40	R			From	Dead End				NA		NA	NA	03/06/2002
						To	24-690								
(701)	1.00	20	R			From	Dead End				NA		NA	NA	03/06/2002
						To	SR 45								
(702)	0.50	20	R			From	24-600				NA		NA	NA	03/05/2002
						To	Dead End								
(703)	1.05	60	R			From	Dead End				NA		NA	NA	03/06/2002
						To	24-631								
(704)	0.25	30	R			From	24-600				NA		NA	NA	03/06/2002
						To	Dead End								
(705)	0.30	20	R			From	SR 45				NA		NA	NA	03/06/2002
						To	Dead End								
(706)	0.40	2	R			From	SR 45				NA		NA	NA	03/06/2002
						To	Dead End								
(707)	0.40	100	R			From	24-657				NA		NA	NA	03/04/2002
						To	Dead End								
(708)	0.40	50	R			From	Dead End				NA		NA	NA	03/04/2002
						To	24-672								
(709)	0.40	40	R			From	Dead End				NA		NA	NA	03/05/2002
						To	SR 45								
(710)	0.17	200	R			From	US 60				NA		NA	NA	03/11/2002
						To	24-600								
(711)	0.95	30	R			From	24-602				NA		NA	NA	03/06/2002
						To	Dead End								
(712)	1.60	370	R			From	SR 45				NA		NA	NA	03/04/2002
						To	24-657								
(713)	0.93	70	R			From	Dead End				NA		NA	NA	1999
						To	24-690								
(714)	0.20	260	R			From	24-612				NA		NA	NA	08/19/2003
						To	24-690								
(715)	0.45	50	R			From	Dead End				NA		NA	NA	03/06/2002
						To	24-690								
(716)	0.34	170	R			From	Dead End				NA		NA	NA	1999
						To	24-668								
(717)	0.63	60	R			From	Dead End				NA		NA	NA	03/11/2002
						To	24-600								
(718)	0.30	30	R			From	24-640				NA		NA	NA	03/11/2002
						To	Dead End								

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						2Axle	3+Axle	1Trail	2Trail						
Cumberland County															
(719)	0.32	40	R			From	24-674				NA		NA	NA	03/11/2002
						To	Dead End								
(720)	0.25	40	R			From	Dead End				NA		NA	NA	03/05/2002
						To	24-653								
(721)	0.18	20	R			From	SR 45				NA		NA	NA	03/06/2002
						To	Dead End								
(722)	0.05	40	R			From	24-650				NA		NA	NA	03/04/2002
						To	Dead End								
(723)	0.40	70	R			From	Dead End				NA		NA	NA	03/11/2002
						To	SR 13								
(724)	0.50	50	R			From	Dead End				NA		NA	NA	03/04/2002
						To	US 60								
(725)	0.35	50	R			From	Dead End				NA		NA	NA	03/12/2002
						To	24-638								
(726)	0.31	60	R			From	24-600				NA		NA	NA	03/11/2002
						To	Dead End								
(727)	0.08	110	R			From	SR 45				NA		NA	NA	1999
						To	Dead End								
(728)	0.65	50	R			From	US 60				NA		NA	NA	1999
						To	Dead End								
(729)	0.33	NA				From	Dead End/				NA		NA	NA	
						To	24-00602(B)/								
(730)	0.25	40	R			From	Dead End				NA		NA	NA	03/04/2002
						To	24-627								
(731)	0.39	40	R			From	Cul-de-Sac				NA		NA	NA	03/11/2002
						To	24-600								
(733)	0.20	50	R			From	Dead End				NA		NA	NA	03/04/2002
						To	24-657								
(735)	1.00	30	R			From	24-626				NA		NA	NA	03/06/2002
						To	Cul-de-Sac								
(737)	0.33	NA				From	Cul-de-Sac/				NA		NA	NA	
						To	24-00600(B)/24-00643(U)/								
(1008)	0.46	100	R			From	SR 45				NA		NA	NA	1999
						To	Dead End								
(1009)	0.10	130	R			From	24-1013				NA		NA	NA	1999
						To	24-1010								
(1009)	0.10	80	R			From	24-1010				NA		NA	NA	03/04/2002
						To	SR 45								

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						2Axle	3+Axle	1Trail	2Trail							
Cumberland County																
(1010)	0.17	80	R			From	24-1009					NA		NA		1999
(1010)	0.13	40	R			To	24-1011					NA		NA		1999
(1011)	0.09	90	R			To	24-1012					NA		NA		1999
(1011)	0.08	230	R			From	24-1013					NA		NA		1999
(1012)	0.12	30	R			To	SR 45					NA		NA		1999
(1012)	0.08	80	R			From	Dead End					NA		NA		1999
(1012)	0.09	40	R			To	24-1014					NA		NA		1999
(1012)	0.11	60	R			From	24-1013					NA		NA		03/04/2002
(1013)	0.22	90	R			To	24-1010					NA		NA		03/04/2002
(1013)	0.12	60	R			To	SR 45					NA		NA		1999
(1014)	0.07	70	R			From	24-1009					NA		NA		1999
(1014)	0.11	20	R			To	24-1011					NA		NA		1999
(1015)	0.17	20	R			From	Cul-de-Sac					NA		NA		1999
(1020)	0.30	90	R			To	24-1014					NA		NA		03/06/2002
(9111)	0.13	1400	R			To	Cul-de-Sac .17ME					NA		NA		1999
(9780)	0.09	70	R			From	Cul-de-Sac					NA		NA		1999
(9780)						To	SR 45					NA		NA		
(9780)						From	24-630					NA		NA		
(9780)						To	US 60					NA		NA		
(9780)						From	US 60					NA		NA		
(9780)						To	24-628					NA		NA		